

The Hongkong Telegraph.

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號五初月九年元統宣

MONDAY, OCTOBER 18, 1909

一拜禮 號八十月十英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS—
Sinking.....\$11,000,000
Silver.....\$15,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—H. E. R. HUNTER
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,500,000
RESERVE FUND.....£1,500,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,500,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,000,000
ABOUT MK\$ 5,000,000
RESERVE FUND.....GOLD \$5,000,000
ABOUT MK\$ 5,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.G.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Cent. per Annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4½ per Cent. per Annum.
For 6 months 3½ per Cent. per Annum.
For 3 months 2½ per Cent. per Annum.

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 21st April, 1908.

NEDERLANDSCHE HANDS L. MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).
RESERVE FUND FL. 1,125,745 (about £91,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Koi-Kadja (Achene), Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per Annum on the daily balance.

Fixed Deposits 12 months 4½ per Annum.
Do. 6 months 3½ per Annum.
Do. 3 months 2½ per Annum.

J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHIO, TIENTSIN, KURE, NAGASAKI, PEKIN, NEWOHAWA, LONDON, DALNY, PORT ARTHUR, LYONS, ANTUNG, SAN FRANCISCO, LIOYANG, HONOLULU, MUKDEN, BOMBAY, TIE-LING, SHANGHAI, CHANG-CHUN, HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposit—
For 12 months.....4½ per Cent.
For 6 months.....3½ per Cent.
For 3 months.....2½ per Cent.

TAKAO TAKAMICHI,
Manager.
Hongkong, 11th September, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ per Cent. per Annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909.

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND COMPANIES:
Koenigliche Sackbank (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOMHN,
Manager.
Hongkong, 4th December, 1907.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:


FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLE	CEYLON	About 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NAMUR	About 23rd Oct.	Freight and Passage.
SHANGHAI	DEVANHA	About 29th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI	Noon, 30th Oct.	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 18th October, 1909.

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF
PYJAMAS
CEYLON FLANNEL.
\$5.00, \$7.50 per suit.
Twill ANGOLA FLANNEL.
\$8.50, \$10.00 per suit.
SILK AND WOOL.
\$10.50, \$14.50 per suit.
THE ABOVE IN ALL WEIGHTS FOR ALL CLIMATES.



LANE, CRAWFORD & CO.

KUPPER'S PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.



Telephone No. 75.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 11th October, 1909.

Hotels.

MACHADO'S POPULAR BAND
Belle View HOTEL
(Telephone 907).
ICES—TEA—COLD DRINKS
Meals a la Carte. Trains from Town every 5 Minutes.

SUNDAY, 17th October, commencing 5 p.m.

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRAX, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 3,365 Tons, "FATSHAN" 3,365 Tons, "KINSHAN" 1,991 Tons.
Departures from Hongkong to CANTON daily at 8 A.M. (Sunday excepted), and to P.M. (Saturday excepted).
Departures from CANTON to Hongkong daily at 8 A.M. and 5:15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7:30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG" 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM" 588 Tons, and "NANNING" 509 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santal". These vessels have Superior Cabin Accommodation, and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 24th OCTOBER, 1909.
The Company's Steamship, "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.
Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Place.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909.

THE VIENNA CAFE COMPANY, LIMITED.

No. 34, QUEEN'S ROAD CENTRAL.
Telephone No. 924.

BEG to notify the Public that A MODERN AND UP-TO-DATE BAKERY AND CAFE under exclusively European management has been opened at the above entirely rebuilt and modernized premises.
The latest sanitary improvements employed.
Strictest cleanliness all over the place.
Use only first class flour and other material.
The Company has secured the services of Messrs. J. SOMMER and A. SOKOLOWSKI, for THE BAKERY AND CONFECTIONERY DEPARTMENT.
The long experience of both Gentlemen is up-to-date establishments on the Continent. Is the best guarantee that only the best ever produced in the Colony will be supplied.
The Patronage of the Public is respectfully solicited.
Hongkong, 20th September, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BLUMENTHAL, Manager.
Telephone, 190. Telegrams "Astor."

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW" Capt. C. Dewert	WEDNESDAY, 20th Oct., Noon.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 20th Oct., 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINCESS ALICE" Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegenet	FRIDAY, 5th Nov., Daylight.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1909.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ARMAND BEHIC	Guiondet	25th Oct., P.M.
MARSHILLES, VIA PORTS	SYDNEY	Costa	26th Oct., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	5th Nov., P.M.
MARSHILLES, VIA PORTS	TOURANE	Bourge	9th Nov., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 18th October, 1909.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry up the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshau.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshau, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Locomotives of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1903.

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JUST LANDED :

The well-known and famous brandy
"Bisquit Dubouche & Co."Per Bot.
XXX Very Old Fine\$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

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F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P & O SPECIAL LIQUOR SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
(Incorporated, 9th March, 1909.)

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OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

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BOMBAY AND THE NAVY.

IMPORTANT DEVELOPMENTS.

Bombay is destined to play a very important part in the future naval defence of the Empire, and large works are now in progress with this end in view. The dockyard of the Royal Indian Marine that exists at Bombay is far too small to deal with the requirements of a modern fleet, while its plant and equipment are for the greater part quite obsolete.

The first step in the development of Bombay has already been taken. This is the construction of a new breakwater that will enable warships of the largest type to lie beside it at all states of the tide. The want of such a breakwater has long been felt in the past. Work upon this breakwater was commenced towards the end of 1904, the expenditure of something like twenty thousand pounds being sanctioned for the purpose of its construction. It extends to sea for a distance of 1,300 feet, and has a width at the top of 35 ft.

This breakwater starts from the entrance to the present dockyard, and is so designed as to form, with the existing Ballard Pier, a deep water basin in which a whole fleet might ride at anchor in safety, no matter how fierce a storm might be raging outside. It is now proposed to double the length of the breakwater, and to curve it round towards the Ballard Pier, leaving only an entrance of about six hundred feet. The area of the basin as thus enclosed will be between fifty and sixty acres. The extension of the breakwater is to be the next great work taken in hand.

Large dredgers are to be built in this country and sent out to Bombay to deepen

THE NEW BASIN

so that the largest ships may be able to anchor in any portion of it. There are, at the present time, one or two sandbanks in the basin that might prove dangerous to navigation of large battleships or cruisers, and these it is proposed to remove. The dredgers are to be among the most powerful that have ever been built in this country, and tenders for their construction will be invited almost immediately. At the present time there are two or three dredgers of moderate size upon the spot, but these are not deemed sufficient to carry out the work of deepening the new harbour by the time it is desired to complete this work.

While this dredging is going forward and the extension of the breakwater is taking place, the task of extending the dockyard and determining what extensions are necessary will be taken in hand. For this purpose experts from British dockyards are shortly to be sent out, and upon their reports will depend the work to be undertaken. Bombay, it has been definitely decided, shall be the naval base and repairing and equipment station for the whole of the fleet. Since the Committee of Imperial Defence has recently determined that the number of ships in these waters shall be substantially increased, this means that considerable additions to the present dockyard accommodation are required.

There is ample land in the neighbourhood of the dockyard for these additions to be carried out, and the work will be put in hand with as little delay as possible.

THE FIRST GREAT NECESSITY

is for a new graving dock to accommodate the larger ships that are to be stationed in Indian waters for the future. Though it is not proposed, of course, that ships of either the Dreadnought or the Indomitable type should be sent to the East Indian station, a situation might easily arise when it would be necessary for ships of this class to visit the East, and it is proposed, that when the new graving dock is being constructed it should be built upon a scale sufficiently large to accommodate the largest ships of war yet projected.

The buildings that exist in the dockyards at the present time, together with their plant and equipment, have, as has already been stated, gradually grown obsolete, and this is a fault that is to be remedied in a very short time. The latest labour-saving machinery is to be installed, and everything will be done to facilitate the rapid repair and refit of warships. It is not proposed, of course, that anything like the whole of the expense necessary for the carrying out of these extensions shall fall upon India, the greater proportion being borne by the Imperial Exchequer. So far, however, India has found the money necessary for the construction of the new breakwater, but it is now suggested that a substantial refund should be made to the Indian Treasury, or that the whole of the cost of the projected extension should come from the Imperial Government.

A VALUABLE AUXILIARY

to the Bombay naval harbour and dockyard will be the new Victoria Dock that is now approaching completion. This, it is understood, will be available for the purposes of the fleet whenever necessary, as will the graving dock and repairing dock, that are to be built in the immediate neighbourhood. In return for these facilities it is proposed that the Imperial Government should pay an annual subsidy of an amount to be fixed upon by mutual agreement.

It was not without very careful thought that Bombay was fixed upon as the new naval base in the East. Hongkong was at first regarded with the greatest amount of favour, but was abandoned as being too far away from the Persian Gulf. The Gulf is, of course, the great centre of interest in the Middle East at the present time, and it is imperative that this should be more efficiently patrolled in the future than has been the case in the past. Otherwise, the gun-running trade here, constantly on the increase, will expand enormously during the next few years. It will be the work of the new and more powerful ships at present stationed there to stamp out this traffic in addition to patrolling the Indian coast line.

An important addition to the dockyard at Bombay will be the establishment there of a WIRELESS TELEGRAPHY STATION. It is proposed to set up another of these at Aden, and it is not anticipated that there will be the slightest difficulty in maintaining communication between these two ports.

The value of this installation would be difficult to over-estimate. By means of it a decisive blow or succession of blows could be aimed at gun-running in the Gulf. So soon as news reached Aden of suspicious dhows making for the Gulf the pawns could be flashed both to Bombay and to the fast cruisers engaged in the suppression of the traffic, with the result that the dhows would probably be "held up" before they would be able to enter their favourite shallows, where, as they are only too well aware, modern ships of war cannot follow them.

This suppression of gun-running, however, is only one of the important duties that will be dealt with by the new naval harbour at Bombay. As has been said, it will become the great centre for the whole of the fleet from the Gulf of Aden on the west to the China Sea on the east. The want of such a base has long been recognised by every Admiral who has served in these waters, and its creation is now to be carried out with as little loss of time as may be.—*Pall Mall Gazette.*

JOURNALISTIC STYLE.

It would be a desperate business, said Professor Walter Raleigh in a lecture on "Burke's Prose" at the Royal Institution, London, in May last, to attempt to learn, yet more to attempt to teach, prose style, because style was a personal quality or colour of the soul. It was true that a language could be learnt; we learnt the same phrases, and said the same things, but style began when one ceased to say the same thing or said it for a purpose or in a bearing that made it one's own. Language was so diverse and wonderful an instrument inadequate though it was, and had become so rich in words, that everyone had a style of his own. Styles that could be learnt were the simple styles adapted to everyday purposes—styles that had no colour about them. They were what he called the advertising styles—(laughter)—because he took advertising to be the simplest problem in the world.

"You start with 'It's your money we want,'" he declared, amid laughter, "and you adapt to it your hypothesis. Macaulay has a good advertising style; he has one thesis to prove. The modern journalist is the pupil, the creature, of Macaulay. He has his emphasis, his clearness, and his complete satisfaction with some point of view dictated by party or by the necessities of the moment, and he has his perfectly admirable balance and conciseness."

If, continued Professor Raleigh, he had to put in a word, Burke's claim to greatness, he should say that he kept nothing out of literature. The same might be said of Shakespeare. It was a misfortune that in literature the range of subjects was so limited.

"I do not know whether a nation can go mad," he observed later, "but it can certainly be drunk with ideas. If the French Revolution did not prove it—and it does prove it—you can see it illustrated every day in party frenzies and international politics."

For Sale.

SPECIAL SALE OF WORK

in aid of the

ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superioresse and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE of NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superioresse and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wanchoi.

ITALIAN CONVENT,

28, Caine Road.

Hongkong, 11th October, 1909. [712]

FOR SALE.

JUST RECEIVED:
A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDS

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Hongkong, 9th October, 1909. [65]

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FOR SALE

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Hongkong, 17th September, 1909. [11]

EYES



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Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

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Hongkong, 6th March 1901

[19]

Intimation.

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PALATABLE

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mixed with aerated or plain water
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Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

(28)

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 18, 1909.

THE DOWNFALL OF A
BRITISHER.

After a trial extending over the better part of a week, the former chief accountant of the Canton-Kowloon railway (Chinese section) has been found guilty of converting to his own use certain sums of money which belonged to the railway, and he has been sentenced to a term of two years' imprisonment. One could not but remark the unusual amount of interest evinced in this case, due possibly to the reputation and character of the man and to the fact that he was a Britisher in the employment of the Chinese Government. It is fortunately uncommon for people of the British race to betray the trust reposed in them as heads of departments, especially when that trust is so supreme as was given to Butler Wright, but the event does have an occasional and when it does the fall of the individual is correspondingly great. What two years in Hongkong prison means to a man like Butler Wright, accustomed to enjoy the luxuries of the Orient and the attentions of a bodyguard of servants it is painful to contemplate. Even in the case of a young man such a punishment has a harrowing effect, but when the prisoner has passed the prime of life the portals of the cells must savour of the entrance to the grave. We do not suggest that the punishment exceeded the crime, or that the prosecution was unduly vindictive, but there are certain aspects of the evidence which seem to indicate that the prisoner was perfectly innocent of conscious wrongdoing or intentional crime. As an expert accountant, with what were in the circumstances immense sums at his unlimited control, and being necessarily familiar with the methods of financial manipulation, he transferred, in perfect good faith and in all honesty of purpose, sums of money from one account to another with the object of, as he doubtless thought, legitimately increasing his own income. The one thing is done on a smaller scale in Hongkong every day. A shroff, we will say, receives a note issued by the Hongkong and Shanghai Banking Corporation in payment of a \$5 debt. He immediately proceeds to change it for a Chinese note, which he pays his employer, but in the meantime his little transaction has netted him anything between 30 and 60 cents, which is probably more than his salary per diem.

If that shroff were told that he was a thief he would be astounded and indignant, and yet there is little to choose between him and the fallen accountant who went behind the bars on Saturday night. We cannot conceive that the late chief accountant understood the peril in which he was placing himself, otherwise he would have handled the money entrusted to his charge in an entirely different way. He would not have gone into transactions in silk and lived like a prince on something like \$200 a month—for it was specially agreed that four-fifths of his salary, that is to say, £40 out of the £50 he was due to receive every month, should be paid in London, and his principals knew all about that arrangement. What they thought about his manner of living we have not the slightest idea, but they must surely have envied the man who could make a couple of hundred dollars look like a thousand and still keep out of debt. The curious part of the business is that nobody seems to suspect him of dabbling in exchange, or having commercial leanings. If it had not been for that pass-book he might have been still in the full operation of his financial dealings, and so far as we can see he usually stood to win for he had all the cards in his hand. What we do not understand yet is how the envelope containing Butler Wright's private pass-book came to be opened. There must have been some arrangement whereby a subordinate could open a superior's private letters, and hand the contents over to somebody else. For ourselves we should not fancy the idea of giving anybody such power and we believe that feeling is generally entertained. But we are not inclined to reopen what is probably the closing chapter in a wrecked career. From the very beginning we regretted the decision which refused the application for a change of venue of trial, not because we doubted the impartiality of the jurors on the Canton list, but simply because one wishes to see a prisoner get all the best of the chances for his ultimate success. If it had been possible to try the case in Hongkong even that would have been preferable to having it tried in the place where he had once rustled it with the best, been on terms of intimacy with the meagre European population, and generally held his own as a taipan in a small way. But apparently Hongkong, as the venue was out of the question and Shanghai was refused, here might have been another way, and that was to select a jury from the Hongkong list, but of course that would have been deemed impracticable on the face of it, although many would have jumped at the chance of a week's sojourn in Canton. In any case, it was a tactical blunder we think to suggest that the prisoner feared for his freedom if tried in Canton. If we were to face a tribunal of our peers we should prefer them to be enemies rather than friends for this reason that an enemy will, in nine cases out of ten, lean towards leniency, whereas a friend because of his friendship and his oath to be just is apt to swerve to severity lest it be said that his impartiality had been undermined by his feelings. But it is flat and unprofitable to consider these things now, for Butler Wright has begun to suffer the bodily pains and mental anguish which afflict the prisoner who has not become hardened by repeated terms of incarceration. Nor do we intend to moralise on the subject. We only wonder if this unfortunate case will prove a warning to those who being in a position of trust are inclined to develop the "get rich quick" habit, by the use of money which does not belong to them. If it saves one man from perdition and disgrace then all we have to say is that the Butler Wright case has not been in vain.

LOCAL AND GENERAL.

A CHINESE woman was fined \$5 in the Police Court this morning for the destruction of trees at Tai Po.

THE Ministry of War has decided to appoint Military Attaches to the Chinese Legations abroad next year.

FOOD was recently administered by force to a party of Suffragettes in gaol in Birmingham, they having refused to eat.

TWENTY-ONE Chinese were each fined \$4 at the Magistracy this morning for taking part in gambling at Queen Victoria Street.

FOR stealing a jacket, a Chinaman was awarded three months' hard labour and four hours' stocks at the Magistracy this morning.

A MARRIED woman named Ip Shui was this morning bound over in a personal bond of \$200 to appear for judgment when called for for assaulting a boy.

WE are requested to remind readers that the grand open air concert, under the auspices of Hongkong Volunteer Corps, will be held on Saturday, the 23rd inst. The proceeds will be in aid of the Diocesan Girls' Orphanage.

SIR Matthew Nathan, the newly-appointed Secretary to the General Post Office, London, sailed for Natal on Sept. 25. After a short stay he will return to England to take up the duties of his new office. Since his arrival in London Sir Matthew has been rendering the Natal Government valuable service in connection with the wireless telegraph installation at Durban.

NEW FRENCH MINISTER.

OFFICIAL VISIT TO MACAO.

H.E. Mons. Margire, the new French Minister to Peking, who arrived in Hongkong the other day from Siam en route for the Chinese capital, has since been busy in his round of official visits to neighbouring territories. Our Canton correspondent reported the French Minister's visit to the Viceroy at Canton towards the end of last week. No sooner did Mons. Margire return from the Provincial capital than he makes a visit of courtesy to Macao. As evidence of the cordial relations prevailing between the Government of the Republic and Portugal as soon as the Governor of Macao became apprised of the Minister's intention to proceed to the Portuguese colony, he placed the Portuguese gunboat *Patric* at the disposal of the distinguished French Visitor.

Mons. Margire left Hongkong for Macao yesterday (Sunday) on board the *Patric*. His Excellency was accompanied by Mons. G. Liebert, Consul for France in Hongkong, and Capt. D. Ginatti, of the Portuguese Consular service, and the well and popularly known assistant Commissioner for the delimitation of the boundaries of Macao. The Portuguese Consul in Hongkong, Senhor J. J. Leiria, would, no doubt, have also been a member of the party, had it been possible to do so, but that gentleman is still confined to the house under medical advice since the unfortunate accident about two months ago by which his right leg was badly fractured.

The *Patric*, with the party on board, left the harbour at 8.30 a.m. yesterday. Upon arrival at Macao the Minister was accorded an official landing, there being the usual guard of honour and band. A visit was then paid to the Governor, at Government House, His Excellency returning the courtesy later in the afternoon. In the evening there was an official dinner at the gubernatorial residence. The French Minister returned to Hongkong to-day.

DINNER AT MOUNTAIN LODGE.

To-night Monsieur de Margire will be the guest of His Excellency the Governor at Mountain Lodge. Those invited to meet the new French Minister are:—Commodore, Mrs. and Miss Lyon, Comd. G. Liebert, Mr. and Mrs. P. de Champmorin, Mr. and Mrs. L. Barinot, Mrs. Fremont, Captain da Cunha Lima of the Portuguese cruiser *Dona Amelia*, Hon. Mr. Murray Stewart, His Excellency Major-General R. G. Broadwood, C.B., Sir Paul Chater, C.M.G., Hon. Mr. F. H. May, C.M.G., and Mrs. May, and Capt. Heathcote, A.D.C.

CANTON DAY BY DAY.

PRISONER'S DASH FOR FREEDOM.

[From Our Own Correspondent.]

Canton, 16th October.
On the 14th instant a mutiny broke out in the prison of the Kwai Shin district and as a result of the outbreak thirty prisoners effected their escape when the Magistrate was absent on official business.

FIRE.

Yesterday there was an outbreak of fire in the Southern suburb at the new bond; one building was completely gutted; four men were injured.

NEW JUDGE.

Yesterday afternoon the newly appointed Canton Provincial Judge, Chiu Pan Yin, took over the seal of office from Chan Mong Tsang, who has been ordered to resume charge of office as Taotai for the Development of Native Industries.

RAILWAY ACCIDENT.

At 11 a.m. on the 14th instant a train proceeding to Sai Chuen from Wongshe knocked down a man of about seventy years of age. The poor man sustained severe injuries to his head and legs, but not of a very serious character. He is now under medical treatment by the Canton Red Cross Society.

GOVERNMENT BANK.

Yesterday H.E. Viceroy Yuan Shu Hsun, proceeded to the Canton Government Bank, to personally audit the accounts.

PRINCE SHUN FU-LAP.

As the Naval Commissioner, Prince Shun Fu-lap, will, in the course of a few days, arrive at Hongkong en route to study the naval systems in foreign countries, the Viceroy of Canton, H.E. Yuan Shu Hsun, has deputed expectant prefect Shai Fong and expectant magistrate Ngai Tso Pui to proceed to Hongkong to await the Prince's arrival there and to convey to him His Excellency's respects. The Canton Tatar General has also deputed an official to Hongkong for the same purpose.

THE Japanese Cotton Spinner's Union is deciding definitely to abolish short working in April next.

TWO months' hard labour was given a Chinaman in the Police Court this morning for forgery with intent to defraud a compatriot of a piece of land.

THE Viceroy at Nanking has telegraphed to the Taotai in Wuhu instructing him to arrest a Chinese who was agitating for a boycott against the Japanese.

SEVEN Chinese who were brought up in the Police Court this morning for trespassing on the compound of the Central Police Station were each fined \$5 for the offence.

ATTENTION is invited to the Sanitary Board warning printed in our advertisement columns. The practice of depositing noxious or offensive matter on the roads is a reprehensible one.

TWO Chinese women were each bound over in the sum of \$100 to keep the peace for one year, in the Police Court this morning for behaving in a disorderly manner in the public streets.

IN consideration of the successful manner in which he negotiated the agreements recently concluded between China and Japan, Mr. Ito, Japanese Minister at Peking, has been awarded the First Order of the Sacred Treasure, while two Secretaries of Legation and one Japanese have also been decorated.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

KING EDWARD VII. SCHOLARSHIPS.

To two Editors of the "Hongkong Telegraph." Sir,—“Under-Graduate” has stated his case excellently for those whom he termed “the Kwangtung-born Chinese” and also for the rising generation of Caledonians who are thriving under the aegis of the great and all-powerful Taikoo hong. May I have the courtesy of some space in your very readable columns to inquire where do the Parsees and the Indians come in in the matter of the King's scholarships at the Hongkong University? I hope others, besides myself, will take up the matter in their behalf. The claims of the Chinese students and of the Scotch ladies have been very ably advocated. Will none come forward to espouse the cause of the not inconsiderable number of Indian youths? Who, in the first place, stood sponsor for the Governor's University scheme? Was it not our public-spirited citizen Mr. Mody? The gentleman himself hailed from the great Empire whose sons are among the most loyal and devoted of King Edward's subjects. Mr. Mody's promise to defray the cost of the University building proper and probably also of the anatomical department which will be attached to it, eclipses any individual donation. In the circumstance it will be ungenerous to exclude his nationals from participation in the most coveted scholarships with which the proposed University can be endowed. Will His Excellency the Governor and the University Committee note this plea on behalf of the future Indian students?—Yours faithfully,

ANGLO-INDIAN.

Hongkong, 18th October.

MACAO BOUNDARY QUESTION.

RENEWED AGITATION IN CANTON.

[From Our Own Correspondent.]

Canton, 16th October.
The Canton Association for the Protection of Boundary Rights yesterday issued circulars to inform the people of the manner in which the Portuguese are alleged to have submitted unreasonable claims to the Chinese Delimitation Commission, H. E. Ko, and how the latter failed to maintain a strenuous opposition against the Portuguese demands by actually resisting them. A public mass meeting has accordingly been convened for the 17th instant at 2 p.m. to discuss matters in connection with the Macao Delimitation question, at Mun Lau Shu Yuen, when the people of all classes are invited to attend with a view to devise means to aid H. E. Ko in the conduct of the delicate negotiations.

HARMSTON'S CIRCUS.

CHANGE OF PROGRAMME.

On Saturday night Harmston's had a bumper house and everything was received with great applause, especially the pony “Mollie” which won the Distance Handicap, mounted by Commodore Lyon, at the Gymkhana. Last night the second change of programme was produced, and this was also attended by a large audience. The Harmston family showed some wonderful displays of bareback riding, especially Willie Harmston, who did the backward and forward somersaults, and long arm balance. Another great performance was that given by the high jumping and diving dogs introduced by Miss Jessie Bower. The dogs “Tiger” and “Bangalo” jumped a height of about 20 feet through rings of fire. The tambourine dance, by Miss Jessie Harmston and Miss Jessie Bower, was prettily done, while the double wire act by Miss Jessie and Nellie Harmston was excellent. The clowns Pimple and Roberto kept the spectators in high spirits throughout the performance. This change of programme is well worth seeing, and should not be missed as the circus sails for Singapore on the 21th inst. The next competition will take place to-morrow night, that of the “First Amateur Contest,” which is limited to six competitors who should send in their names to the Robinsons Piano Co., Ltd., or notify them at the Circus. Friday night will be a benefit performance for the popular manager, Colonel Bob Love, and in this performance competition of a “High Jumping Contest” has been opened for local ponies and riders. The last two matinees are on Wednesday and Saturday, when children will be admitted at half price to all parts.

A CHINESE dispatch says that with a view to the discovery of naval talent in the Empire, the Grand Council and the Navy Department have jointly decided to ask for Imperial permission to establish Naval Academy in China.

MR. Thomas F. Millard, the well-known writer on Far Eastern topics, is a passenger on the s.s. *Montana*, which left San Francisco a few days ago. Mr. Millard is coming out in the interests of a new publication called the *American Magazine*.

THE *P. & T. Times* of the 7th instant says that a telegram was received in Tientsin on October 6 stating that Mr. J. O. P. Bland had very nearly recovered from his attack of diphtheria, and that it was hoped he would be able to travel from Harbin to Peking on the following Saturday.

THE s.s. *China* left Shanghai on 12th inst. with 150 Sikhs who are going to Central America and Canada as navies on railways and as agricultural labourers. Many of the men are ex-politicians and watchmen who have finished engagements in Shanghai but the majority are fresh from India.

A CHINESE dispatch says that as the construction of the Peking-Kalgan Railway has been so successfully carried out by Taotai Jemei Tien-yow, the Yuchuanpu has recommended Taotai Jemei as engineer to build the Yuen-Han Railway, which, when constructed, it will rival the Peking-Kalgan line.

IN BLAPHANT'S FROLIC.

FUN IN THE KING EDWARD HOTEL.

A bull in a china-shop may be somewhat of a curiosity but what about an elephant in a bar-room? On Saturday afternoon, several of those who did not find the attractions of Happy Valley sufficiently strong to take them from the centre of the city had the unique opportunity of witnessing this phenomenon. They also saw other features of the visit but we are coming to that. When Colonel Bob Love of Harms-ton's Circus fame, agreed to enter a couple of ponies for a better-skater-mixer-mixer event at the Gymkhana, he also came to the conclusion that Mike, the magic mammal, should also have a shot for the trophy wherever it might be. And Mike's nomination as a competitor was duly entered and accepted. Now, Mike is nothing wonderful in the pedestrian line. He prefers to stand up, swing his baggage vau, and beg for delicacies. So when he learned that he was due to walk from Kennedy Town to Happy Valley, he not only growled, but he actually emitted howls which could easily be identified as representing those words which all decent, self-respecting family journals indicate by a dash or a blankety-blank. Being chided gently but firmly by the bold “Bob” and recognising that half the refreshment stall at the circus had found its way into the Colonel's capacious pockets, Mike, still growling his protests, started out on his travels. Asked regarding his experience of the trip, Mike afterwards wiped away a tear and moaned “Never again.” Instead of acting like a man and brother, the Colonel climbed into a ricksha and told the procession to forge ahead. An unseemly attempt was made by the elephant to squeeze his vulgar carcass into the vehicle, but with the aid of the puller the obstreperous Mike was thrown out and the Colonel proceeded to sample the refreshments. Under protest the baby elephant, grunting and grumbling and crying about his poor feet, entreated to crawl after his boss as far as the King Edward Hotel and then the fun began. The Colonel, finding that he had that empty feeling after his unwelcome exertions of trying to cajole a nagging quadruped, made a surprisingly heavy jump out of the ricksha and into the Hotel. Mike followed like a lamb, breathing hard and anathematising everybody, from the Malay who held on to his tail to the promoters of the Gymkhana. He made straight for the bar and the affectionate way he dealt with the condiments was most affecting. Of course the Colonel alleges that if it had not been for the trials of the trip he would never have paused to converse with a friend about a dog. But Mike is strongly of opinion that the warrior was merely seeking to slake or slacken an abnormal appetite and that he (Mike) found it his duty to follow suit. He did so, as the bar boys will tell. Not only that but when a bucket of water was presented to him he cordially returned the compliment to his admirer per medium of his squirting apparatus, and not a few bystanders had the first shower bath they have had since the cold weather set in. Having quenched a pyramidal thirst Mike and Bob very affectionately left together and the rest is told in the sporting column.

ARMED ROBBERY AT
KOWLOON-CHAI.

THREE MEN SENTENCED TO FOUR YEARS' HARD LABOUR.

At the Criminal Sessions this afternoon, three men named Ip Sang, Li Yau and Chao Wan were charged with armed robbery at Kowloon-chai, New Kowloon, on the 8th inst. The Hon. Mr. W. Rice-Davies, K.C., Attorney-General, instructed by Mr. H. L. Deane, J., (from the Crown Solicitor's office) appeared for the Crown. The prisoners were undefended and entered a plea of guilty.

The Attorney-General stated that “prisoners, who were coolies of the lowest class, entered a woman's house in Kowloon-chai, New Kowloon, shortly after 11 o'clock on the night in question. One of the prisoners seized her by the throat, gagged her and tied her hands, and threatened to kill her if she did not keep quiet. The other men then ransacked the house and removed all the goods they could lay their hands on. While leaving the house, the men were caught red-handed by a European constable, but for whose most exemplary conduct in arresting the men single-handed, they might have escaped.

Sentence of four years' hard labour was passed on each of the prisoners.

SHOP-LIFTER PUNISHED.

STOLE SILK FROM DRAPER'S ESTABLISHMENT.

On Saturday afternoon, a Chinaman visited the Yee Sang Fat shop in Queen's Road and purchased a leather purse which cost him the noble sum of \$1. He tendered a five-dollar bill in payment and received four one-dollar notes from the shop-keeper as change. The man seemed dissatisfied and asked for subsidiary coins with premium. He was told that the shop was a draper's establishment and not a money-changer's counter, whereupon he placed the notes inside his jacket and left the shop. Shortly afterwards he returned to the shop and asked for the four dollars, at the same time vigorously denying that he had taken the money with him. He started a search for the alleged missing money, in which work he was assisted by the guileless shopkeeper. The latter's attention, however, was soon monopolised by other customers, and taking advantage of this fact, he quickly annexed a roll of silk and was about to depart when the shopkeeper noticed the theft, and gave chase, which, however, ended almost where it began, for in a lane near the Supreme Court, the shopkeeper was cornered and unceremoniously handed over into Police custody. The man appeared before Mr. J. R. Wood (Second Magistrate) in the Police Court this morning, and was given six weeks' hard labour and ten strokes of the stick.

Telegrams.

“HONGKONG TELEGRAPH”
SERVICE.

THE BUTLER WRIGHT
CASE.

PRISONER TO HONGKONG.

[From Our Own Correspondent.]

Shameen, 16th October,
4.40 p.m.

William Butler Wright, sentenced to undergo two years' imprisonment with hard labour, at the British Consular Court, in the forenoon today, left for Hongkong by the s.s. *Kinshan*.

[Prisoner arrived in Hongkong late on Saturday night and will serve his sentence in Victoria Gaol.—Ed. H.K.T.]

THE SUNNING RAILWAY.

THE PROMOTER COMMENDED.

[By courtesy of the “Shing Po.”]

Peking, 17th October.

The Presidents of the Ministries of Posts and Communications and of Agriculture, Industries and Commerce have jointly memorialized the Throne reporting the successful completion of the Sunning Railway and recommend that Mr. Chan Yee-he, the promoter and builder of the line, receive adequate recognition for his ability and enterprise.

NAVY FUNDS.

PRIVATE DONATION.

[By courtesy of the “Shing Po.”]

Peking, 17th October.

Li King-wai, a son of the late Li Hung-chang, has subscribed a large sum of money towards the funds for the naval reorganisation.

Li has been awarded the honorary rank of Colonel.

THE WAIWUPU.

PRESIDENT TENDERS
RESIGNATION.

[By courtesy of the “Shing Po.”]

Peking, 17th October.

H.E. Liang Tun-yan, president of the Waiwupu, has tendered his resignation.

The Grand Councillors are endeavouring to persuade him to desist. President Liang persists on resigning from office.

CANTON-HANKOW
RAILWAY.

THE LOAN NEGOTIATIONS.

[By courtesy of the “Shing Po.”]

Peking, 17th October.

H.E. Hsu Shih-chang, president of the Ministry of Posts and Communications, used his best endeavours to oppose the foreign loan for the construction of the Canton-Hankow Railway.

Along with H.E. Liang Tun-yan, president of the Waiwupu, H.E. Hsu has had a conference with the Foreign ministers on the subject of the loan negotiations so that they have now fallen through.

TYPHOON WARNING.

The telegrams quoted below have been received at the American Consulate General from the Manila Observatory.

October 17th, 9.40 a.m.
October 17th, 9.30 a.m. Cyclone or typhoon N.E. of Manila, moving W.N.W.

7.15 p.m.
6 p.m. Cyclone or typhoon crossing Northern Luzon moving W.N.W.

October 18th, 9.10 a.m.
October 18th, 8 a.m. Cyclone or typhoon W. of Northern Luzon less than 100 miles distant, moving W.N.W.

THE *Gazette* (London) states that King Edward has granted the following gentlemen his Royal licence and authority to accept and wear the decoration of valuable services:—Sir Robert Edward Bredon, K.C.M.G., the Inspector of the First Class of the Order of Saint Stanislas conferred by the Emperor of Russia; and Mr. Robert Lewis Child, engineer of the steamship *Hakata Maru*, Yokohama; the Inspectors of the Fifth Class of the Order of the Rising Sun conferred by the Emperor of Japan; and Mr. Child.

HONGKONG GYMNASIA CLUB.

FIFTH MEETING.

Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lambton, C.B.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N., Hon. Mr. W. J. Gresson.

Committee:—The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G., Hon. Mr. W. J. Gresson, Messrs. J. Johnston, J. A. Jupp, E. P. White, G. K. Hall Brutton, John Paterson and Major W. A. Eaton.

Judges:—Major W. A. Eaton.

Handicappers:—Mr. J. A. Jupp and Major W. A. Eaton.

Clerks of the Scales:—Messrs. H. P. White and J. A. Jupp.

Starter:—Mr. H. J. Gedge.

And Starter:—Mr. Marcus Blad.

Time Keeper:—Mr. M. S. Sassoon.

Hon. Sec. and Treasurer:—Mr. C. Gordon Mackie.

After one postponement the fifth and last meeting of the gymkhana this season was brought off on Saturday last, on the Race Course, at the Happy Valley. The weather was ideal. The attendance was above the average, the ladies contributing a large proportion of the spectators. Their pretty costumes and evident delight that was noticeable, especially in the last race of the afternoon—the distance handicap—invested the afternoon's proceedings with peculiar charm. Soon after the second race, "His Excellency Sir Frederick Lugard arrived, and was accompanied by Capt. P. H. M. Taylor, A.D.C., and Capt. N. Simson, private secretary. His Excellency Major-General R. G. Broadwood, C.B., and Mr. and Mrs. F. H. May were also among those present.

With the exception of the "Aunt Sally" race, which was a very tame affair and devoid of interest, the various events of the afternoon provided some excellent racing. Garth (Mr. C. G. Mackie) up won the Gymkhana race and secured the cup for the highest number of points during the season for his owner, the Hon. Mr. W. J. Gresson. White Heather (Mr. Johnston) and Astral (Mr. May) were the two favourites. White Heather romped home on a easy winner in the five furlongs race to the disappointment of a large number of backers who fancied Dunkerry, Mr. Johnston's mount. Greyback, in the one and a quarter mile handicap, also upset calculations against the two favourites—Lammerton (Mr. Johnston) and Astral (Mr. May). Mr. Mackie won an exciting race, after the closest finish of the day, beating Lammerton by just a neck. The lucky backers of Greyback secured \$75 to a \$5 ticket. By a curious coincidence the lucky drawer of the winner in the cash sweep, who came in for a snug \$50.45, held three tickets on Greyback and so cleared \$100 odd in addition. The last race of the afternoon was the one mile distance handicap for all horses, ponies, mules and donkeys. It was a happy suggestion—originating, we believe, with the winning jockey at one of the circus matinees—that a couple of circus ponies and the baby elephant Mike should enter for the race. After performing in the ring on Saturday Mike was led down to the course, making a brief halt at the King Edward Hotel where he was treated to three bottles of mild pineapple. Mr. Dupree ventured to lead Mike home a winner. His appearance at the paddock evoked considerable interest and Mike provided much merriment to the spectators by his antics on being led to the starting point with Mr. Dupree riding on his neck. He and Minoru (the diminutive donkey) were allowed 800 yards by the scratch pony—Lyemum. The bagged sound was the signal for the start and Mike was the cynosure of all eyes. Mollie (the Australian circus pony) ridden by Commodore Lyon with a start of 350 yards made the pace a very fast one and, before the Black Rock was reached, overtook successively Prince (the circus Shetland pony), Mr. F. H. May in the saddle, Minoru and Mike. The Commodore held a comfortable lead entering the home straight and although Mr. Johnston on Lyemum made every effort to overtake him, Mollie carried Commodore Lyon past the post, an easy winner amidst a storm of applause from the spectators. Miss Lyon led Mollie to and Commodore Lyon received a popular ovation as he passed the Governor's stand.

During the course of the afternoon, the band of the Buffs, under Bandmaster C. B. Hewitt, enlivened the proceedings with pleasing selections of music.

Detailed results of the races are as follows:—**GYMKHANA STAKES.**—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscribers' Griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meeting during the Season, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such a 1 lb. to remain deducted until he wins again when he will carry the full Penalty without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, and Prize: \$25. (Half entrance fees to go to winner.)

Hon. Mr. W. J. Gresson's Garth, 150 lbs. (Mackie) 1

Mr. John Johnston's Herizblatt, 151 lbs. (Owner) 2

Mr. Blank's Greyback, 141 lbs. (Dupree) 3

Mr. Set's The Tortoise (late Strathmill), 140 lbs. (Owner) 4

* Allowance of 5 lbs.

There were four starters for this race. A high order was made by Greyback and The

Tortoise's restiveness. When the flag ultimately dropped Greyback secured the best of a bad start by several lengths; Garth was left at the post. Passing the spectators' stand for the first round Greyback led by several lengths from The Tortoise who was ahead of Herizblatt, Garth bringing up the rear. Mackie would take no chance and forged ahead of Herizblatt round the Golf Stand bend and drew level with The Tortoise at the Bowington gate, getting into second place when negotiating the hill to the Black Rock. The order passed the rock was—Greyback, Garth, Herizblatt and The Tortoise. This order was maintained round the village, entering the home straight Greyback, hogging the rails, failed to maintain his lead and was overtaken by Mackie's mount on the outside course. A fine race ensued from this stage, the favourite—Garth—passing the winning post a neck ahead of Herizblatt, who was second. Greyback lost second place by a length. The Tortoise finished last.

Time: 2 m. 11 2/5 sec.

Winner: \$16.20.

Cash sweeps: 1st \$19.15; 2nd \$36.90; 3rd \$18.45.

FIVE FURLONGS HANDICAP.—For all ponies which have run at this season's Gymkhana and have not been placed first or second. Entrance fee \$5. 1st Prize: Presented by Officers of the Garrison. 2nd Prize: \$25 (Entrance fees to go to winner.)

Mr. Blank's White Heather, 140 lbs. (Dupree) 1

Mr. C. E. Apton's Dunkerry, 155 lbs. (Johnstone) 2

Major H. Findlay's Polo Stick, 145 lbs. (Scallie) 3

Mr. L. K. Leeson's Soudan (late Forfar), 150 lbs. (Owner) 4

Mr. Slater's Pioneer, (late Tedcott), 143 lbs. (Owner) 5

Commodore H. Lyon's Cavalier, 140 lbs. (Owner) 6

* 1 lb. overweight.

Dunkerry (Johnstone up) was the most fancied. Pioneer gave much trouble at the starting post. White Heather led from Pioneer at the start, but the red cap showed up to the front on going up the hill. The leaders raced neck and neck for a considerable distance. Dunkerry, who had a bad start, tried to reduce the leaders' advantage on going round the bend, and got into third place with Polo Stick close on his heels. Pioneer fell away getting into the home straight. White Heather had a comfortable lead from Dunkerry and Polo Stick steering the outer course was third. This was the order in which the race finished. White Heather was five lengths to the good from the favourite.

Time: 1 m. 20 1/5 sec.

Winner: \$10.10.

Cash Sweeps: 1st \$164.60; 2nd \$75.60; 3rd \$7.80.

THE HURDLE RACE NOT HAVING FILLED, THE FOLLOWING LADIES' NOMINATION RACE HAS BEEN SUBSTITUTED.—"AUNT SALLY" RACE. Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there, dismounted, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Post Entries. Entrance fee \$2.00. 1st and 2nd Prizes Presented by Hongkong Gymkhana Club.

Nominated by: Rider

Miss Lyon..... (Major Findlay)

Mrs. Eaton..... (Mr. Mackie)

Mrs. Worthington..... (Mr. Brice)

Mrs. Jupp..... (Mr. Dupree)

Mrs. Gresson..... (Mr. Johnston)

Mrs. Penfold..... (Mr. Moore)

Major Findlay, nominated by Miss Lyon... 1

Mr. Mackie, nominated by Mrs. Eaton..... 2

Mr. Johnston was the first rider to get back with the bundle of sticks, but Miss Lyon managed to display the doll from the rail before the other ladies.

Cash Sweeps: 1st \$308.70; 2nd \$88.20; 3rd \$14.10.

ONE AND A QUARTER MILES HANDICAP.—For all China Ponies. Entrance fee \$5. First Prize: A Cup Presented. 2nd Prize: \$5. (Entrance fees to go to winner.)

Mr. Blank's Greyback, 144 lbs. (Mackie) 1

Hon. Mr. W. J. Gresson's Lammerton, 150 lbs. (Johnstone) 2

Hon. Mr. F. H. May's Astral, 161 lbs. (Owner) 3

Mr. M. M. Brice's Toddles (late Phoenix), 140 lbs. (Dupree) 4

Mr. Set's The Tortoise (late Strathmill), 145 lbs. (Owner) 5

Messrs. Leah and Moore's Sportsman, 144 lbs. (Moore) 6

Mr. H. G. Moore's Tamar, 145 lbs. (Brice) 7

* 10 lbs. overweight.

Lammerton had the largest number of backers. After one false start, the field got away with Toddles the best of the start by a long distance Astral was far behind last.

Lammerton was second. The first time round the judge's box the field passed in procession in order with odds holding the leadership from Lammerton, Sportsman third and Tamar last. At the back stretch Mackie spurred and rushed Greyback to the front. He led all the way to the rock, where Astral and Lammerton raced in partnership into the third position. A fine race ensued at the village bend when Astral overtook Greyback and Lammerton closely pursued Astral. The issue between the leaders was doubtful and when the judge's box was passed Greyback showed a clear neck ahead of Lammerton who was separated from Astral (third) by hardly a length. The finish was an exciting one.

Time: 2 m. 47 sec.

Winner: \$67.10

Cash Sweeps: 1st \$150.45; 2nd \$127.70; 3rd \$54.38.

DISTANCE HANDICAP. One Mile.—For all Horses, Ponies, Mules and Donkeys. Description (whether male, female, or gelding) to be given.

Moile or Donkey, &c.), name and height of animal to be given. Entrance fee \$5. 1st Prize: Presented by the Hongkong Gymkhana Club. 2nd Prize: \$25.

Mollie, Circus Pony, 350 yards. (Commodore Lyon) 1

Reput..... 75 " (Owner) 2

Whiteball..... 40 " (Sill) 3

Highland Heather..... 45 " (Owner) 4

Vice..... 65 " (Lawder) 5

Ben Roy..... 75 " (Owner) 6

Prince..... 475 " (May) 7

Minoru..... Donkey 800 " (Mackie) 8

Mick Baby Elephant 800 " (Dupree) 9

Considerable amusement was afforded in this race by the appearance of the Baby Elephant, the donkey, and the Circus ponies. Before the first furlong was covered, the elephant was overtaken. Negotiating the down incline Commodore Lyon on the Circus pony Mollie led and was never threatened to the end of the race, winning comfortably amid applause from the spectators. Lyemum was a good second. The elephant was last.

Winner: \$16.40.

Cash sweeps: 1st \$472.50; 2nd \$135; 3rd \$67.50.

CRICKET.

LEAGUE MATCH.

The Kowloon Cricket Club met the R.G.A. on Saturday afternoon at the Happy Valley. The score of the latter was 111 runs, two good scores being made, one of 29 runs by Beasley and the other of 28 runs by Owen. The former team scored only 19 runs, which was thought to be the record lowest score. This is not so, however; the lowest scores were recorded about ten years ago when two schools met, one team were all out for 4 runs and the other for 5.

FOOTBALL.

HONGKONG F.C. VS. R.G.A.

H.K. F.C.—J. Clarke; E. F. Aucutt and A. Gregory; Chapman, R. O. Barlow and W. Ironside; F. G. Carroll and W. M. Watson; A. W. Whitmarsh; W. Manning and J. D. Danby. R.G.A.—Beasley; Oxley and Waters; Walker, Weaver and Hewitt; Crump, Ansell, Watts, Nash and Ballis.

This match looked in the first half of play as if it would turn out a draw but it did not take long for matters to change. The ball was all over the field and some good play was seen on both sides. The Club tried time after time to score but with no result. The Ansellmen then secured the ball and passed to Oxley when he placed it well in front of goal, which Aucutt, the club full-back, missed, and Nash got the ball in and scored an excellent goal for the Gunners. The Club pressed and tried to equalise, but no results eventuated when the whistle sounded for half time.

In the second half the Club tried again to equalise but the Ansellmen were too good; the ball was then passed to Crump who scored two goals in succession. After this all hopes were given up for the Club; the home team had had luck throughout. The ball was in play for some time when it was passed to Nash who scored the fourth and last goal for the Gunners.

The Club was short of McCubbin and Aitchison who is on the injured list after the match against the R.E. last Saturday.

R.G.A. 4. Club: 0.

R.E. VS. "BUFFS."

The Buffs gave the Engineers hard work to do on Saturday afternoon. The first half was exciting throughout. The Buffs netted 3 goals and the Sappers one. This goal was secured by the good play of Paslow. In the second half things look serious for the Buffs, as the Engineers were attacking occasionally; nevertheless, the Buffs gave them no chance to do anything. The game ended in a win for the gunners by 3 goals to one.

It was a great pity that the Sappers were short of two good players, one being Coxon. Both were laid up in hospital, otherwise a better game would have been witnessed.

The teams were—Buffs, Black; Ruler and Bartlett; Darte, Wren and Tappett; Fitzpatrick, Drew, Taylor, Brewster and Barker. R.E. McGregor; Gully and Morrish; Jackson, McCrory and Lamb; Parslow, Meaney, Taylor, Le Grove and Ormond.

KOWLOON VS. NAVAL YARD.

In this match the Kowloonites had matters all their own way, and scored 5 goals to nil. In the first half Brown scored three goals, and the Yarders tried hard to equalise, but nothing occurred when the whistles sounded for half time.

The visitors had the game all their own way in the second half also and had no difficulty in netting two goals more to their credit, one by Wilkie and the other by Brown, Kowloon winning by 5 goals to nil.

Kowloon.—Foulkes; Allen and Van Ginkel; Storrie and Lapsley; Mead, Wilkie, Brown, Morris and Hedley.

Naval Yard.—Howell; J. C. Jonathan and Comber; Thomas, Pascoe and Haines; Crowley, Wilcox, Taylor; Meers and Harding.

LEAGUE TABLE.

Played Won Lost Drawn Points

"Buffs"..... 2 2 0 0 4

R.G.A..... 2 2 0 0 4

Kowloon F.C..... 2 1 0 0 2

R.E..... 2 0 1 1 1

H.K.F.C..... 2 0 1 1 1

Naval Yard..... 2 0 2 0 0

CHINESE reports say that recently the Anti-Opium Commissioners in Peking pursued a vigorous policy in their campaign and submitted a list containing several scores of names of officials, whom they denounced as being addicted to opium-smoking. It is stated that the names included all the officials who smoked opium for there were several thousand officials in such province, and he believed that a considerable number were opium-smokers. His Highness has, therefore, given orders to the Commissioners to appoint delegates further to prosecute confidential inquiries concerning opium-smoking officials, with a view to punishing them to the fullest for dismissal or

To-day's Advertisement.



SANITARY BOARD WARNING.

HOUSEHOLDERS are hereby warned that under subsection (1) of section 3 of Ordinance 1 of 1845 it is an offence to throw, lay, or cause or knowingly permit to be thrown or laid any refuse, dirt, soil, straw or dung, or any other filth, rubbish or noxious or offensive matter whatsoever on any of the roads, streets, ways or public passages, or in any of the drains or sewers made or to be made within the Colony; or to permit or suffer any such noxious or offensive substance as aforesaid to remain exposed in any drain, sewer, or elsewhere, opposite to or in the immediate neighbourhood of their houses. At the present time it is the custom in certain localities for house servants to throw the refuse into the streets and roads at night in order to save themselves the trouble of getting up and putting it in the dust carts or buckets in the early morning. This practice is not only insanitary but leads to the constant choking of street gullies and drains and causes premises to be flooded.

1. Householders are required to provide portable dust-bins of non-absorbent material with close fitting covers for the reception of refuse. These receptacles should be placed near the public side channels nearest to the house at night not earlier than 9 p.m. or in the early morning or brought out when the dust cart or basket coolies ring the bell. To guard against theft it is advisable that the owner's name be painted or punched on the dust-bin.

2. Model pattern dust bins in two sizes are on view at the Sanitary Board offices, Beaconsfield. They can be purchased at the following prices:— Large size \$4.40, small size \$3.80 each. Information as to where they can be procured will be given on application to the Secretary, Sanitary Board.

E. D. C. WOLFE, President of the Sanitary Board. Hongkong, 5th October, 1909. [719]

CRIMINAL SESSIONS.

THE SAI KUNG QUARREL.

At the Criminal Sessions, this morning, Mr. Justice Compton (Acting Chief Justice) presiding, Li Ng, a Chinaman, was charged with the murder of a woman named Li Wong Shi at Sam Chun, in the New Territory, on the 13th September last. The Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennis, J., (from the Crown Solicitor's Office) appeared for the Crown. Mr. G. J. Alabaster, instructed by Mr. W. B. Hinds (of Messrs. Brutton and Hinds) was for the defence.

Prisoner entered a plea of not guilty.

The jury sworn in were as follows:—Messrs. G. G. Engel (foreman) J. O. Vorster, F. Gellion, G. E. L. Hartig, J. Wilkie, P. D. Sutherland and W. J. Hill.

The facts of the case as outlined by the prosecution were that the deceased woman was the wife of one of the prisoner's brothers and another woman was the wife of another brother of the prisoner. One night in September, the latter woman had some quarrel with prisoner's wife about some fields; before the time of the murder, the most friendly relations existed between the parties. There was no evidence to show that there had been any quarrels between the prisoner and the deceased or the deceased and prisoner's wife. On the 13th September, the woman Li Wong was washing in deceased's house. At about 8 o'clock prisoner, walked in and asked: "What are you doing here? I will do something to-night." He stabbed the deceased in the right buttock with a shoemaker's knife. Prisoner then stabbed the other woman, who ran into the house of a neighbour, and a number of people went to the house and found some persons trying to stop the woman's bleeding. Prisoner ran out of the house but came back and was heard to say: "If you can't stop the bleeding, I will do so for you." A post mortem examination was subsequently held by Dr. Hanley, who found the sciatic artery severed. Prior to the murder, prisoner was sleeping in a shop some five minutes' walk from the place where the murder was committed. He was sitting on a bed and was said to have got up and gone to a shelf and touched the top of a box, from which he took a knife. At this stage, the Attorney-General said that the jury would have no doubt that prisoner had procured the knife with which he committed the murder from the shelf. Five minutes afterwards, the shoemaker found the deceased stabbed and a number of people standing near. At about eleven o'clock prisoner returned to the shop, but before letting him in, the shoemaker asked him to return the knife, which was passed through a window by another man who accompanied prisoner. An examination of the wound was made by the Government Analyst, who found signs of mammalian blood. Early in the morning of the following day (14th September) a report was made to the Police and prisoner was arrested. Prisoner's statement was duly taken, in which he admitted having stabbed both women but said he had a grievance against his elder brother's wife, who was not the deceased. In conclusion, the Attorney-General said that prisoner's action in proceeding to the house to procure the knife supplied all the evidence necessary in the element of malice aforethought.

Medical and other evidence was also taken. The defence rested their case upon the fact that prisoner was habitually addicted to drink and that the act was committed under great provocation with no intention to kill. It was also contended on behalf of the prisoner that the mere fact of his offering assistance in staunching the woman's bleeding and the absence of any attempt to escape, eliminated all possible element of malice aforethought, and in closing the case for the defence, Mr. Alabaster asked the jury to return a verdict of "manslaughter."

Verdict entered accordingly and sentence of seven years' imprisonment with hard labour was passed.

To-day's Advertisements.

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of HIS EXCELLENCY THE GOVERNOR.

A BAZAAR and FANCY FETE, promoted by the above, will be held (by kind permission of the Commandant and Officers, Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, October 30th, from 2.30 to 7 P.M. Many Novelties suitable for Christmas presents.

4 P.M.—Variety Entertainment (arranged by Miss Ella Rowe). 6.15—Play "A Pair of Lunatics" (Cast: Mrs. Worthington and Captain Baird, The Buffs).

If wet, the Bazaar will be held in the Volunteer Head Quarters.

Proceeds to be divided amongst various local charities for children; and the Hongkong Cot in the M.C.L. Home at Ottershaw, Surrey.

NO CHITS TAKEN.

Hongkong, 18th October, 1909. [721]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATOON APCAR," Captain J. G. Oliffet, will be despatched for the above Ports, on MONDAY, the 28th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 18th October, 1909. [722]

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

Location of our Tents:—

TRAMWAY TERMINUS, KENNEDY TOWN.

LAST FEW NIGHTS.

TO-NIGHT! OUR SECOND CHANGE OF PROGRAMME

We present more Star Turns in our present Programme than any two London or Continental Establishments.

TO-MORROW NIGHT (TUESDAY), OCT. 19TH,

FIRST AMATEUR RIDING CONTEST

(LIMITED TO SIX ENTRIES).

A Handsome Trophy will be presented to the Competitor making the best attempt at standing on his feet, three times round the Arena, aided by the mechanic.

FRIDAY NIGHT, OCTOBER 22ND,

GRAND COMPLIMENTARY BENEFIT TENDERED TO THE POPULAR MANAGER, COL. BOB LOVE.

FIRST HIGH JUMPING CONTEST

(FOR LOCAL PONIES AND RIDERS)

A HANDSOME TROPHY

will be Presented by Madame HARMSTON-LOVE to the WINNER.

N.B.—THE TENT will be OPEN for PRACTICE from 6.45 to 7.45 on MONDAY, October 18th, to get the Ponies used to jumping in the Lights.

LAST TWO MATINEES:

Wednesday and Saturday, Oct. 20th and 23rd,

AT 4 P.M. SHARP.

Doors Open 3 o'clock. Performance at 4 P.M. sharp. (Children Half-price at Matinees only).

Shipping—Steamers.

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"EMPRESS LINE."

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The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

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From St. John.

"EMPRESS OF CHINA"

"EMPRESS OF BRITAIN"

SATURDAY, NOV. 6TH.

FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71/10/-

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Via Canadian Atlantic Port 43/-

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(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On SHANGHAI via SWATOW KIWONGSANG, WED'DAY, 20th Oct., Noon. NANCHANG FAUSANG, THURSDAY, 21st Oct., 4 P.M. TIENSIN v. WHAIWEI & CHEFOO CHIPSHING, FRIDAY, 22nd Oct., 4 P.M. MANILA YUENSANG, FRIDAY, 22nd Oct., 4 P.M. SINGAPORE, PENANG & CALCUTTA LAISANG, SATURDAY, 23rd Oct., 2 P.M. SHANGHAI, YOKOHAMA, KOBE LUONGSANG, FRIDAY, 29th Oct., 4 P.M. & MOI FOOKSANG, FRIDAY, 5th Nov., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers Katsang, Namsang and Fooksang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

Telephone No. 51.

Hongkong, 18th October, 1909.

CHINA NAVIGATION CO., LTD.

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For STEAMERS. To SAIL. AMOY, MANILA, CEBU & ILOILO "KAIFONG" 19th Oct., Daylight. SWATOW & SHANGHAI "WUHU" 19th " 2 P.M. MANILA "TAMING" 19th " 3 P.M. NEWCHOW "LIANGCHOW" 19th " 4 P.M. WEIHAWEI, CHEFOO & TIENSIN "HUICHOW" 21st " " SHANGHAI "ANHUI" 21st " " MANILA, ZAMBOANGA and USUAL "CHANGSHA" 5th Nov., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

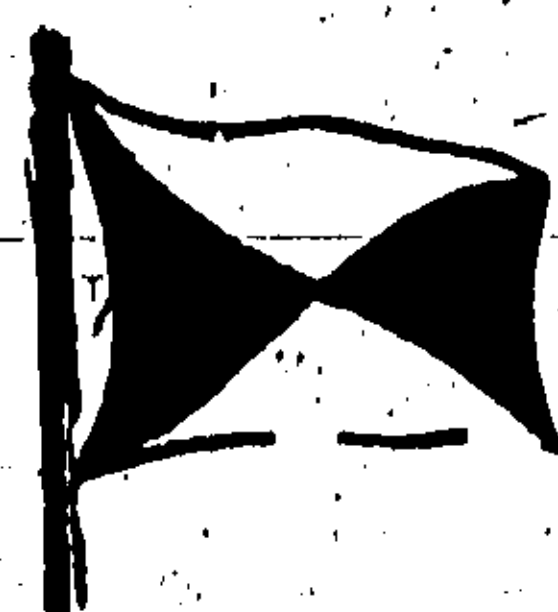
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Hongkong, 18th October, 1909.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
CAIRO	2540	R. Rodgers	MANILA	SATURDAY, 23rd Oct., at Noon.
RUSS	2540	R. W. Almond	"	SATURDAY, 30th Oct., at Noon.

For Freight or Passage, apply to

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111-113, 115th October, 1909.

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REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. HONGKONG MARU 4,000 tons gross Sall 20th Oct., 1909, at Noon.

S.S. MANSU MARU 5,000 " " 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 4,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"FITZPATRICK" Capt. E. K. Hutchinson	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY	"DAIJIU MARU" Capt. Y. Kaboraki	TUESDAY, 19th Oct., at 10 A.M.
SHANGHAI Via SWATOW, AMOY, and FOCHOW	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 21st Oct., at 9 A.M.
TAMSUI v. SWATOW & AMOY	"DAIJIU MARU" H. Murayama	SUNDAY, 24th Oct., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th October, 1909.

T. ARIMA, Manager.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HAKATA MARU," Capt. J. Drieng, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"IYO MARU," Capt. T. Harrison, Tons 6500	WEDNESDAY, 10th Dec., at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KAGA MARU," Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
SHANGHAI, MOJI AND KOBE	"SHINANO MARU," Capt. K. Kiwara, Tons 6500	TUESDAY, 7th Nov., at Noon.
KOBE and YOKOHAMA	"YAWATA MARU," Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
MOJI, KOBE & YOKOHAMA	"NIKKO MARU," Capt. M. Yagi, Tons 6000	FRIDAY, 26th Nov., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	"HIRANO MARU," Capt. H. Fraser, Tons 9000	FRIDAY, 22nd Oct., at Noon.
	"CEYLON MARU," Capt. Fred. Pye, Tons 6000	SUNDAY, 24th October.

† Cargo only.

§ Fitted with new System of wireless telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

The Company's Newly Built 9,000-Tons Passenger Steamers will be despatched from Hongkong as follows:—

Miyazaki Maru (Capt. T. MURAI) About Wednesday, 20th October.

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

Hirano Maru (Capt. H. FRASER) About Wednesday, 15th December.

Kamo Maru (Capt. F. L. SOMMER) About Wednesday, 12th Jan., 1910.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL, With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "ATHOLL" 19th Oct.

FOR NEW YORK: S.S. "GHAZEE" About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., LIMITED,

Hongkong, 13th October, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE"

Captain G. E. Warren, will be despatched as above on or about 23rd inst.

This steamer has excellent accommodation for a limited number of first class passengers.

FARE TO LONDON £35

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 11th October, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all

Overland Common Points in the United States of America and Canada, and also

for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VIA VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceano 4,657 F. W. Davies 21st Oct.

Kumero 4,333 J. Mathis 18th Nov.

Aymorio 4,393 Lloyd 16th Dec.

Superio 6,232 S. Shotton 13th Jan.

Oceano 4,657 F. W. Davies 10th Feb.

These steamers are specially fitted for the

carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings, Hongkong, 13th October, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"COULSDON"

Captain Turnbull, will be despatched for the

above Port on SATURDAY, the 30th Octo-

ber, 1909.

For Freight, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 4th October, 1909.

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO; PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS

Co. proceed from YOKOHAMA DIRECT

to SAN FRANCISCO, without any call en

route thus affording a fast regular cargo-

boat service from China and Japan to San

Francisco.

THE Steamship

"AMIRAL OLRV"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These fine Steamers, owned by Chinese

capitalists and Officer'd by Europeans, are

second to none on the River. Excellent

accommodation for eighteen First Class Pas-

sengers. The Steamers are lit throughout by

Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4

Meals (Saturday excepted).....\$1.25 each.

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 14th Oct., 1909.

Shipping—Steamer

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLAMORGANSHIRE"

Captain H. G. Norris, will be despatched as

above on or about 23rd inst.

For Freight, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 5th October, 1909.

Intimations

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 31st August, 1900.

[610]

TYPEWRITERS

FOR

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London-Bank T.T.	18 15/16
Do. demand	18 1/2
Do. 4 months' sight	18 1/2
France-Bank T.T.	23 1/2
America-Bank T.T.	42 1/2
Germany-Bank T.T.	17 1/2
India T.T.	12 1/2
Do. demand	12 1/2
Shanghai-Bank T.T.	74 1/2
Singapore-Bank T.T. per H.K. 100	74 1/2
Japan-Bank T.T.	74 1/2
Java-Bank T.T.	104 1/2
Buying.	
4 months' sight L/O	18 1/2
6 months' sight L/O	18 1/2
30 days' sight San Francisco & New York	42 1/2
4 months' sight do.	42 1/2
30 days' sight Sydney & Melbourne	44 1/2
4 months' sight France	23 1/2
6 months' sight do.	23 1/2
4 months' sight Germany	17 1/2
Bar Silver	23 7/16
Bank of England rate	4 1/2
Sovereign	11 1/2

SHIPPING AND MAILS

MAILS DUE.

German (Princess Alice) 19th inst.
Indian (Arcturion) 22nd inst.
Canadian (Empress of China) 18th inst.

The C. N. Co.'s s.s. *Lianan* left Shanghai on 17th inst., and is due here on 20th inst.

The Bank Line s.s. *Suvaric* sailed Kobe on 17th inst., for Vancouver and Tacoma via Yokohama.

The C. N. Co.'s s.s. *Changsha* left Sydney on 25th ult., leaves Manila on 18th inst., and is due here on 21st inst.

The N. Y. K. s.s. *Hakata Maru*, European Line, left Moji for this port on 18th inst., and is expected here on 21st inst.

The N. Y. K. s.s. *Ceylon Maru*, Bombay Line, left Moji for this port on 17th inst., and is expected here on 21st inst.

The APCO Co.'s s.s. *Arcturion* left Singapore on 10th inst., and may be expected here on 22nd inst.

The Imperial German Mail s.s. *Luzon* left Shanghai on 16th inst., p.m., and may be expected here to-morrow morning.

The H. M. Transports s.s. *Soudan* left Singapore for this port on 18th inst., at 6.30 a.m., and is due here on 23rd inst., at 4 p.m.

The s.s. *Ceylon* is due here at daylight on 20th inst., will leave for Marseilles, London and Antwerp at 5 p.m., on the same day.

The N. Y. K. s.s. *Kaga Maru*, American Line, left Yokohama for this port via Kobe, Moji and Shanghai on 18th inst., and is expected here on 31st inst.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 17th at 8 p.m.—The typhoon, which is crossing Luzon in about 17° Lat., will enter the China Sea to-night.

On the 18th at 4.10 a.m.—No. 1 night signal hoisted.

At 4.45 a.m.—Red South Cone and Red Drum hoisted.

At noon—Black South Cone and Black Drum hoisted.

The barometer has risen moderately in the Philippines; and fallen over China and Formosa, particularly over the latter and the S. and S.E. coasts.

The typhoon is situated about 300 miles to S.E. of H. of Hongkong. It appears to be moving towards N.W. at present and the S. coast of China is threatened.

Pressure has given way over Japan, and it is low over the Pacific to the E. of Hokkaido.

An area of high pressure lies over E. Manchuria.

Bad weather may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Shipping.

ARRIVALS.

Hongkong Maru, Jap. s.s., 3,447, S. Togo, 16th Oct., Moji 12th Oct., Gen.—T. K. K.

Hanchow, Br. s.s., 999, G. Mawley, 16th Oct., Chefoo 14th Oct., Gen.—B. & S.

Anhui, Br. s.s., 1,350, J. B. Harris, 17th Oct., Shanghai 14th Oct., Gen.—B. & S.

Kwangtai, Chi. s.s., 1,509, Wm. H. Lunt, 17th Oct., Shanghai 14th Oct., Gen.—C. M. S. N. Co.

Haitan, Br. s.s., 1,181, J. S. Roach, 17th Oct., Swatow 16th Oct., Gen.—D. L. & Co.

Hadi, Nor. s.s., 1,064, G. Solberg, 17th Oct., Bangkok 10th Oct., Rice—C. S. S. N. Co.

Ambria, Ger. s.s., 5,143, E. Dornat, 17th Oct., Wessing 13th Oct., Gen.—H. A. L.

Daljin Maru, Jap. s.s., 899, Y. Kaburaki, 17th Oct., Swatow 16th Oct., Camphor and Tea—O. S. K.

Chip Shing, Br. s.s., 1,199, F. Mooney, 17th Oct., Tientsin 10th Oct., Chefoo 14th, and Weihaiwei 16th Oct., Gen.—M. & Co.

Choshan Maru, Jap. s.s., 1,301, Y. Ishikawa, 17th Oct., Swatow 16th Oct., Gen.—O. S. K.

Hulchow, Br. s.s., 1,217, E. Forsyth, 17th Oct., Canton 15th Oct., Gen.—B. & S.

Carl Diederichsen, Ger. s.s., 774, J. Kayser, 17th Oct., Canton 16th Oct., Gen.—J. & Co.

Kansu, Br. s.s., 1,190, R. Davies, 17th Oct., Canton 16th Oct., Gen.—B. & S.

Wahu, Br. s.s., 1,277, J. Cogan, 17th Oct., Canton 16th Oct., Gen.—B. & S.

Kwongsoag, Br. s.s., 1,498, W. P. Baker, 17th Oct., Canton 16th Oct., Gen.—J. M. & Co.

Miyazaki Maru, Jap. s.s., 1,570, T. Murai, 18th Oct., Yokohama 7th Oct., Gen.—N. Y. K.

Yamaguchi, Br. s.s., 1,125, P. H. Rolfe, 18th Oct., Manila 15th Oct., Hemp and Gen.—J. M. & Co.

Calro, Br. s.s., 1,429, R. Rogers, 18th Oct., Manila 15th Oct., Hemp and Gen.—S. T. & Co.

Clearances at the Harbour Office.

Bar-chow, for Canton.
Amoy, for Singapore.
Rygiu, for Moji.
Haitan, for Swatow.
Kwangtai, for Canton.
Anhui, for Canton.
Peking, for Shanghai.
Duffin Maru, for Swatow.
Victoria, for Hoihow.
Glanus, for Singapore.
Wahu, for Swatow.
Hoihow, for Kwong-chow-wan.

Imports.

Oct. 17.
Cebu, for Japan.
Shinan, for Hoihow.
Bufo Maru, for Swatow.
Chenan, for Shanghai.
Kwangtai, for Shanghai.
Haitan, for Swatow.
Chihai, for Hongkong.
Andaman Maru, for Milke.
Hanchow, for Canton.
Kwangtai, for Canton.

Oct. 18.

Rygiu, for Portland, Or.
Peking, for Shanghai.
Chihai, for Canton.
Chihai, for Canton.

Passenger arrivals.

Per Chihai, from Tientsin—Messrs. F. Thomas and H. Gerner.
Per Anhui, from Shanghai—Messrs. Wear, Messrs. Kent, Mook and Noy.
Per Peking, from Manila—Messrs. I. McConny, M. R. Edwards and D. Frimont.

Per Haitan, from Swatow—Messrs. Kydd, Messrs. G. H. W. S. Allen, P. W. Golding, L. Shindwin and 180 Chinese.

Per Hongkong Maru, from Callao—Messrs. Joan Landers, Wong Wah Sing, Almond I. and Antonio. From Iquique, Chile—Mr. Angel Ching and son. From Salina Cruz, Mr. Joe Ching.

Per Kwangtai, from Shanghai—Messrs. Chen Fai Ting, (Director of C. M. S. N. Co.), Chu Poo-shan, Koo Ching Chuen, Hong Ming Chou, Hong Wai Fun, Chun Pak Cho, 107 Chinese, 21 Indians, and 2 Japanese.

Per Zuhro, from Manila—Messrs. I. R. Calcutt Smith, L. E. Conner, W. H. Anderson, T. Hashin, W. W. Newell, R. S. Ching, S. E. Tang, J. H. Fitzhugh, H. K. Kilpatrick, Capt. G. M. Apple, and Mr. and Mrs. L. A. W. Nison.

Per Miyazaki Maru, from Japan for Hongkong—Major McCarthy, Miss Carbutt, Mrs. H. Bent, Mrs. H. G. White and infant, Mrs. F. S. Hawkins, Mrs. E. J. de Figueiredo, Mr. and Mrs. Alvarez and infant, Mrs. Alvarez and 3 children, Capt. and Mrs. H. Day, Mrs. W. G. Moore, Misses Maddock, Miss A. Richard, Mr. W. J. C. Bell, Miss Wybrand, Madames S. M. Pereira, H. I. Pereira, Mrs. Sueno, Mrs. Thos. Walker, Mr. Y. Ueyehara, Mr. and Mrs. I. Yoshida, and Mr. L. Suen Kow. For Colombo—Messrs. K. Murao, N. Nakatani, I. Sasa, Kura, K. Murata, and Mr. K. Ikeda. For Genoa—Minister and Mrs. H. de Huentel. For Marseilles—Mrs. B. Blumenthal, Mr. Strickland, Miss G. Carbutt, Messrs. H. Levy, S. Uyeda and G. Tanahashi. For London—Mrs. Blumenthal and infant, Miss McGrigor, Mr. D. Clark, Miss Clark and 3 children, Messrs. J. Kerr and G. W. Daly.

Shipping Report.

Str. Haidia, from Bangkok—Fine weather.

Str. Zuhro, from Wuitung—Fine weather, N.E. trade fine 8, high sea.

Str. Anhui, from Shanghai—Fresh N.E. monsoon and fine weather.

Str. Kwangtai, from Shanghai—From Shanghai to Breaker Point fresh to strong Easterly wind with heavy Easterly swell thence to Port Light winds clear weather with heavy Easterly swell.

Str. Chip Shing, from Wei-hai-wei, &c.—Wei-hai-wei to Barren Islands light variable winds and fine weather. Barren Islands to Tung Yung moderate N.E. monsoon and fine weather. Tung Yung to Breaker Point strong monsoon and rough sea. Fine weather Breaker Point to Port Light to moderate Northerly winds and fine.

VESSELS IN PORT.

ARRIVALS.

Amigo, Ger. s.s., 824, H. Frandsen, 15th Oct., Manila 10th Oct., Ballast—J. & Co.

Anghai, Ger. s.s., 1,001, C. Kimpel, 15th Oct., Bangkok 6th Oct., Rice—B. & S.

Ben Thuy, Fr. s.s., 125, Hello, 16th Oct., Haiphong 13th Oct., Wood—Wilks & Jack.

Borneo, Ger. s.s., 1,344, F. Sembill, 12th Oct., Sandakan 6th Oct., Timber and Gen.—M. & Co.

China, Aust. s.s., 3,868, G. Berguglian, 15th Oct., Trieste 27th Aug., and Singapore 9th Oct., Gen.—S. W. & Co.

Chiyo Maru, Jap. s.s., 1,345, W. W. Greene, 15th Oct., San Francisco 14th Sept., Honolulu 21st, Yokohama 3rd Oct., Kobe 4th, Nagasaki 6th, and Manila 15th, Gen.—T. K. K.

Daiya Maru, Jap. s.s., 1,735, Kobayashi, 14th Oct., Wakamatsu 9th Oct., Coal—M. B. K.

Eskdale, Br. s.s., 1,916, G. W. Duff, 12th Oct., Java 26th Sept., Sugar—D. & Co. Ltd.

Fausaug, Br. s.s., 1,410, H. S. Malkin, 16th Oct., Legat 8th Oct., Sugar—J. M. & Co.

Glanus, Br. s.s., 3,914, J. Milne, 16th Oct., Shanghai 13th Oct., Gen.—B. & S.

Harford, Br. s.s., 2,716, Pope, 21st Sept., New York 30th June, and Labuan 15th Sept., Kerosene Oil—C. O. Co.

Hilary, Ger. s.s., 1,276, R. Hall, 15th Oct., Singapore 9th Oct., Salt—S. W. & Co.

Kaifong, Br. s.s., 987, Cole, 11th Oct., Hoihow 8th Oct., Wood and Sugar—B. & S.

Laertes, Br. s.s., 1,340, H. C. D. Frampton, 11th Oct., Saigon 7th Oct., Gen.—Wo Fat Sing.

Lainsang, Br. s.s., 2,215, E. J. Tadd, 14th Oct., Calcutta via Penang and Singapore 9th Oct., Gen.—J. M. & Co.

Lockun, Ger. s.s., 1,020, W. Taubert, 12th Oct., Bangkok 5th Oct., Rice and Wood—M. & Co.

Loosk, Ger. s.s., 1,020, P. Wittstock, 15th Oct., Bangkok 6th Oct., and Kohlschlag 8th, Rice and Wood—B. & S.

Nanahan, Br. s.s., 1,999, A. Jones, 10th Oct., Amoy 9th Oct., Ballast—B. & S.

Oceanic, Br. s.s., 3,050, F. W. Davies, 12th Oct., Manila 9th Oct., Gen.—D. & Co. Ltd.

Prometheus, Nor. s.s., 1,024, H. Jensen, 13th Oct., Bangkok via Swatow 22nd Oct., Rice and Meal—Aagaard, Thorsen & Co.

Shinshiku Maru, Jap. s.s., 1,939, Moto, 15th Oct., Moji 10th Oct., Coal—O. S. K.

Tamag, Br. s.s., 1,350, G. H. Pennefather, 15th Oct., Manila 12th Oct., Hemp and Gen.—B. & S.

Tijpanas, Dut. s.s., 2,414, J. B. v. Damme Jalik, 8th Oct., Macassar 20th Sept., Gen.—J. C. J. L.

Talenta, Ger. s.s., 1,002, Fr. Bücking, 15th Oct., Bangkok 6th Oct., Rice and Meal—B. & S.

Victoria, Swed. s.s., 988, Thos. Eckert, 15th Oct., Haiphong 13th Oct., Rice and Gen.—Chinese.

SAILED.

Eclipse, Br. 4-masted barque, 2,000, J. White, 28th Aug., Canton 27th Aug., Ballast—S. O. Co.

Juteopolis, Br. 4-masted barque, 2,051, F. Dowling, 14th Oct., Canton 13th Oct., Ballast—S. O. Co.

King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug., New York 9th April, Kerosene—S. O. Co.

Lyndhurst, Br. ship, 2,444, Parnell, 16th Oct., Canton 15th Oct., Ballast—S. O. Co.

Steamers Expected.

Vessel	From	Agent	Due
Lueitwa	Shanghai	M. & Co.	Oct. 19
Alfredham	Manila	G. L. & Co.	Oct. 19
Frederick Alcock	Singapore	M. & Co.	Oct. 19
Ceylon	Shanghai	P. & O.	Oct. 20
Briskavia	Singapore	H. A. L.	Oct. 20
Hirao Maru	Singapore	V. Y. K.	Oct. 20
Lianan	Shanghai	B. & S.	Oct. 20
Namer	Singapore	P. & O.	Oct. 21
Heliopolis	Durban	G. L. & Co.	Oct. 21
Changsha	Manila	B. & S.	Oct. 21
Aratton	Calcutta	D. S. & Co.	Oct. 22
Ceylon Maru	Manila	V. Y. K.	Oct. 22
Minnesota	Japan	P. M. & Co.	Oct. 23
Soudan	Singapore	P. & O.	Oct. 23
Nikko Maru	Thursday	N. Y. K.	Oct. 25
Hakata Maru	Japan	N. Y. K.	Oct. 25
Emp. of China	Vancouver	P. R. & Co.	Oct. 28
Moyori Maru	Bombay	N. Y. K.	Oct. 29
Kaga Maru	Japan	N. Y. K.	Oct. 31
Canton	Port Said	M. & Co.	Nov. 10

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCK.

On Lee at Kowloon Dock.

Nanshan " " " "

H.M.S. Robin " " " "

TAIKOO DOCK.

St. Enoch at Quarry Bay Docks

Yuenan " " " "

Szechuen " " " "

Hupoh " " " "

Oceanic " " " "

Lockun " " " "

Kaifong " " " "

Taiyang " " " "

Chiyo Maru " " " "

CHINA COAST METEOROLOGICAL REGISTER.

October 16th, 1909, a.m.

Bar. Th. Hu. Wind W.

Madurostok a.m. 30.21 41 90 E 1 b

Namuro a.m. 30.01 37 80 W 1 b

Hokodate a.m. 30.17 37 60 W 6 b

Tokio a.m. 30.30 37 40 W 4 b

Kochi a.m. 30.31 37 40 SW 4 b

Nagasaki a.m. 30.27 37 40 E 4 b

Kagoshima a.m. 30.23 37 40 E 4 b

Oshima a.m. 30.12 37 40 E 4 b

Naha a.m. 30.01 37 40 E 4 b

Ishigaki a.m. 30.03 37 40 E 4 b

Bonin Is. a.m. 30.08 37 40 E 4 b

Chefoo a.m. 30.13 37 40 E 4 b

Weihaiwei a.m. 30.18 37 40 E 4 b

Kiaochow a.m. 30.00 37 40 E 4 b

Shanghai a.m. 30.12 37 40 E 4 b

Shanghai a.m. 30.12 37 40 E 4 b

Shanghai a.m. 30.12 37 40 E 4 b

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MAIL NOTICE.

A wall letter box has been placed at the entrance to the Lower Park Tram Station. It will be cleared at 7 a.m., 9 a.m., 11 a.m., 2 p.m., 5 p.m. and 5 p.m. on Weekdays and at 9 a.m. on Sundays.

A Mail will close for:

Swatow, Amoy and Foochow—Per *Haitan*, 19th Oct., 9 a.m.

Hankow—Per *Prometheus*, 19th Oct., 10 a.m.

Singapore—Per *Glanus*, 19th Oct., 11 a.m.

Tientsin and Newchwang—Per *Amigo*, 19th Oct., 11 a.m.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

COMP.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	QUOTATION VS.
				RESERVE.	AT WORKING ACCOUNT		
BANKS.							
Hongkong & Shanghai Banking Corporation	130,000	\$25	\$25	\$1,500,000 \$150,000 \$1,650,000	\$2,007,819	Interim of £1 for account 1909 @ ex 1/9 = \$1.172	4 % \$99 1/2 buyers London £97.10
National Bank of China, Limited	99,025	£7	£8	£4,000 \$50,000	\$50,552	\$1 (London 3/6) for 1909	56 % \$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000 \$1,650,000	none	\$14 for 1907	7 1/2 % \$175 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 15,000 Tls. 165,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 115
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$2,000,000 \$200,000 \$2,200,000	\$2,464,902	Final of \$17 making \$7 for 1907 and interim of \$30 for 1908	5 1/2 % \$847 1/2 sales
Yangtze Insurance Association, Limited	18,000	\$100	\$30	\$1,000,000 \$100,000 \$1,100,000	\$7,763	\$12 and bonus \$3 for 1907	7 1/2 % \$132 1/2
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$30	\$1,000,000 \$100,000 \$1,100,000	\$375,341	\$6 and bonus \$2 for 1907	7 % \$114 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$1,100,000	\$368,711	\$27 for 1907	8 % \$375 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$700,000 \$707,000	\$1,035	\$1 for 1906	...
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$50,000 \$550,000	Nil.	\$4 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$120,000 \$1,320,000	\$27,790	Interim of \$14 for account 1909	7 1/2 % \$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£10,000 £1,000,000 £1,010,000	£13,755	£6 for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	...
Do. (Deferred)	60,000	£5	£5	£10,000 £1,000,000 £1,010,000	£13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909	...
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£2,000,000 £200,000 £2,200,000	£68,877	\$1.00 for year ending 10.4.1909	4 % \$26
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$10,000 \$110,000	\$1,131	\$0.50 for year ending 10.4.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$200,000 \$2,200,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$146 sales
Linson Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000 \$70,000 \$770,000	Dr. \$155,893	\$5 for 1897	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 36 for year ending 31.8.08	...
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000 £100,000 £1,100,000	£11,556	Interim of 1/6 (coupon No. 12) for year ending 31.12.09	7 % Tls. 19 1/2 buyers
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000 £15,000 £165,000	Dr. £2,191	No. 12 of 1/- = 48 cents	...
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$45,000 \$495,000	Dr. \$7,481	\$1.75 for year ending 31.12.06	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$300,000 \$3,300,000	\$10,108	None	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$250,000 \$2,750,000	\$145,162	Interim of 1/4 for account 1909	1 1/2 % \$55 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,136	Final of Tls. 2 1/2 for year ending 3.4.09	6 1/2 % Tls. 75 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 600,000 Tls. 60,000 Tls. 660,000	Tls. 22,828	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 140 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 250,000 Tls. 2,750,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	5 1/2 % Tls. 105 buyers
Central Hotels, Limited	50,128	\$50	\$50	\$2,506,400 \$250,640 \$2,757,040	\$24,611	\$2.20 on old and 60 cents on first new issue	...
Hongkong Hotel Company, Limited	10,000	\$50	\$50	\$500,000 \$50,000 \$550,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 % \$43 1/2 new
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$500,000 \$5,500,000	\$26,475	Interim of 3/4 for account 1909	6 1/2 % \$94 sellers
Hampshire Estate & Finance Company, Limited	150,000	\$50	\$50	\$7,500,000 \$750,000 \$8,250,000	\$5,486	60 cents for 1908	5 % \$30 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$30,000 \$330,000	\$278	\$1 for 1908	...
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 150,000 Tls. 1,650,000	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$62,500 \$687,500	11,968	Interim of \$2 for account 1909	8 1/2 % \$41 sales
COTTON MILLS.							
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 75,000 Tls. 825,000	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 143 1/2 b.
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$125,000 \$1,375,000	\$9,553	50 cents for year ending 31.7.08	6 % \$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 75,000 Tls. 825,000	Tls. 5,372	Tls. 6 for year ending 30.9.08 (8%)	...
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 80,000 Tls. 880,000	Tls. 4,839	Tls. 4 for 1908	...
Wey Ghee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 500,000 Tls. 50,000 Tls. 550,000	Tls. 15,912	Tls. 50 for 1906	...
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	£1,500 £150,000 £151,500	£648	15 % per share for 1908	9 % \$10
China-Borneo Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000 \$660,000	Nil.	\$1.70 for 1903	...
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000 \$10,000 \$110,000	\$61,138	50 cents for year ended 31.1.06	8 1/2 % \$94 sales
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	\$1,850,000 \$185,000 \$2,035,000	\$1,407	80 cents for 1908	...
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$30,000 \$330,000	\$48	\$1.30 for year ending 31.7.08	7 1/2 % \$174 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$400,000 \$4,400,000	\$3,75	Interim of 1/2 for account 1907	10 % \$8 sellers
H. Price & Company, Limited	15,000	\$10	\$10	\$150,000 \$15,000 \$165,000	\$5,170	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$60,000 \$660,000	\$1,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 % \$20
Hongkong Ice Company, Limited	50,000	\$25	\$25	\$1,250,000 \$125,000 \$1,375,000	\$7,616	Interim of \$2 for account 1909	10 % \$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$60,000 \$660,000	\$8,790	Interim of \$1 for account 1909	8 1/2 % \$13 buyers
Maatschappij tot Nijverheid en Landbouw- exploitatie in Nederlandsch Oost-Indië	35,000	Ga. 100	Ga. 100	Tls. 147,500 Tls. 14,750 Tls. 162,250	Tls. 116,023	Third quarterly of Tls. 1 1/2 for account 1909	7 % Tls. 830 s.
Peak Tramway Company, Limited	35,000	\$10	\$10	\$350,000 \$35,000 \$385,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13
Peak Tramway Company (new)	50,000	\$10	\$10	\$500,000 \$50,000 \$550,000	\$1,204	\$1 paid shares for year ending 30.4.09	3 % \$9
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$75,000 \$825,000	Ts. 18,540	None	...
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000 Tls. 20,000 Tls. 220,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 107 sales
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$15,000 \$165,000	Dr. \$56,602	None	...
Steam Laundry Company, Limited	30,000	\$5	\$5	\$150,000 \$15,000 \$165,000	\$356	40 cents for year ending 31.5.08	7 % \$14 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$50,000 \$550,000	\$172	60 cents for year ending 31.12.05	5 % \$104 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$10,000 \$110,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$8 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$90,000 \$990,000	\$2,613	Final of 30 cents for 1908	6 1/2 % \$4 sellers
William Powell, Limited	1,000	\$7	\$7	\$70,000 \$7,000 \$77,000	\$71	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	£3,000,000 £300,000 £3,300,000	none	Interim of 12 1/2 % for account 1909	16/- sales
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	\$200,000 \$20,000 \$220,000	\$7,400	25 % for year ending 31.3.09	...
Castledine Rubber Estate, Limited	32,650	£1	£1	£32,650 £3,265 £35,915	\$11,205	None	...
Damansara (Selangor) Rubber Co.	110,000	£1	£1	£110,000 £11,000 £121,000	none	Final 0 % making 12 % for 1907	...
Golconda Malay Rubber Co.	80,000	£1	£1	£80,000 £8,000 £88,000	£2,220	None	...
Highland & Lowland Rubber Co. (fully paid)	181,454	£1	£1	£181,454 £18,145 £199,599	none	15 % for year ending 31.12.08	...
Do. do. (contributory)	185,546	£1	£1	£185,546 £18,554 £204,100	£8,781	None	...
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	2/-	£1,900,000 £190,000 £2,090,000	none	None	...
Do. do. A Shares	100,000	£1	£1	£100,000 £10,000 £110,000	none	None	...
Do. do. B Shares	100,000	£1	£1	£100,000 £10,000 £110,000	none	None	...
Kuala Lumpur Rubber Co., Limited	105,000	£1	£1	£105,000 £10,500 £115,500	none	3 % for year ending 30.6.08	...
Linggi Plantations, Limited (ordinary)	100,000	2/-	2/-	£200,000 £20,000 £220,000	1,810	Interim of 40 % - pd. for account 1909	...
Do. do. (7% pref.)	100,000	£1	£1	£100,000 £10,000 £110,000	none	7 % for year 1908	...
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$225,000 \$22,500 \$247,500	none	15 % for year ending 31.12.08	...
Do. do. (8% pref.)	2,400	\$10	\$10	\$24,000 \$2,400 \$26,400	\$6,712	None	...
Ledbury Rubber Estates Limited	61,000	£1	£1	£61,000 £6,100 £67,100	none	None	...
Do. do. (contributory)	40,000	£1	£1	£40,000 £4,000 £44,000	none	None	...
Sagga Rubber Company, Limited	20,000	£1	£1	£20,000 £2,000 £22,000	none	Interim of 30 % for 1909	...
Sandycroft Rubber Company	1,000	\$100	\$100	\$100,000 \$10,000 \$110,000	\$1,275	None	...
Sekong Rubber Company, Limited	80,000	£1	£1	£80,000 £8,000 £88,000	none	None	...
Shellara Rubber & Estate Limited	65,000	£1	£1	£65,000 £6,500 £71,500	£836	3 % for 1905	...
Singapore & Johore Rubber Company, Limited	2,500	\$100	\$100	\$250,000 \$25,000 \$275,000	none	None	...
Sungei Chok Rubber Estate Company, Limited	45,000	£1	£1	£45,000 £4,500 £49,500	none	None	...
Sungei Kapar Rubber Company	110,000	£1	£1	£110,000 £11,000 £121,000	£3,448	None	...

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[566]

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